

Exception Request No.: 82
Section: WBR3
Town: Woodstock
Highway: US 3 (Tier 2)
Station: 1665+30 to 1665+80±
Drawing No.: WBR3 C122
Survey Report Reference No.: WBR3 C118
Exception Type: Alignment in Pavement (Road Crossing)

Traffic Information

NHS: No
ADT: 1300
Traffic Control Type: Alt 1-way
Traffic Control Duration: Traffic control duration is estimated to be 10 days for the proposed installation.

Summary of Justification for Exception

NPT is requesting an exception from the UAM guidelines for the location of the cable trench in the pavement on US 3, Daniel Webster Highway from station 1665+30 to 1665+80 of the NPT WBR3 Underground Alignment in order to cross from the west side of US 3 to the east side. (See Exhibit A.) Just south of the location of the proposed crossing, there is an overhead distribution line that would preclude placement of the ductbank off the roadway on the west side, because relocation of the distribution line is constrained by space, the need for additional real estate rights for relocation, and potential impacts to mature trees. Crossing to the east side will allow the ductbank to be installed off the paved roadway on the eastern side of the roadway.

Technical Discussion of Justification of Exception

NPT proposes to cross from the western to the eastern side of US 3 in the exception area because of constraints posed by utility poles associated with an overhead distribution line on the western side of US 3, just south of the proposed highway crossing. The existing overhead distribution line runs along the west side of the ROW. Relocating the utility poles closer to the edge of the ROW to provide sufficient area to construct the ductbank off the pavement on the west side will not provide a sufficient area between the edge of pavement, or will require additional rights for the installation of guys and anchors on private property outside the NHDOT ROW. In addition, moving the utility poles further away from the edge of pavement will create vegetation clearance issues to the overhead lines, requiring additional trimming and cutting of mature trees beyond the edge of the ROW.

The proposed crossing is consistent with NHDOT's goal to minimize the amount of the alignment in the paved roadway because it will shift the alignment to the east side where there is sufficient room to install the ductbank outside of the paved area.

Excavation limits and work areas are shown on the attached drawing (See Exhibit A). During construction, one lane will remain open to traffic at all times.

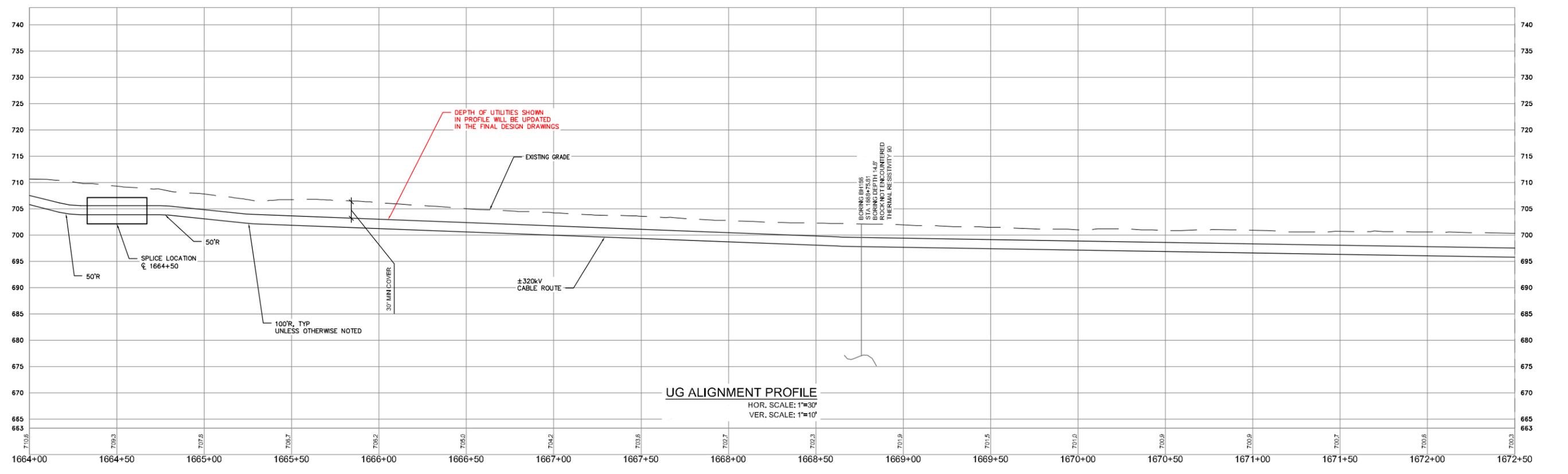
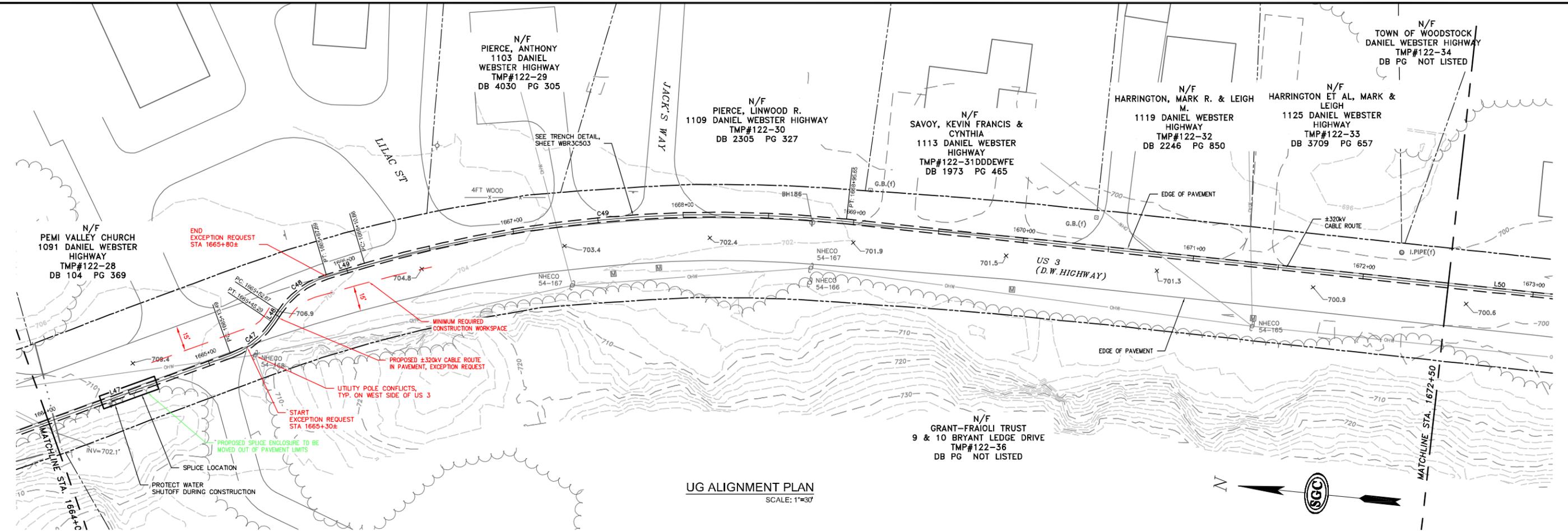
Impacts

The design, as proposed, will not adversely affect the design, construction, stability, traffic, safety, environmental commitments, maintenance, or operation of the highway. The alignment has been located to minimize the disturbance of pavement. The installation of the ductbank and pavement restoration will be designed and constructed in accordance with conditions outlined in the NHDOT's April 3, 2017 letter to the New Hampshire Site Evaluation Committee. The installation's proposed depth meets NHDOT's criteria relating to the structural box to minimize any potential conflicts with maintenance and future highway projects. A traffic control plan has been submitted to the NHDOT for this design and complies with the Manual on Uniform Traffic Control Devices.

Supporting Documentation

See attached Exhibit A showing a plan and profile view.

PRELIMINARY - NOT FOR CONSTRUCTION



NO.	REVISION	DATE	BY	CHKD	APPRV.
0	EXCEPTION REQUEST	05/25/17	TD	MRR	TMH



Transmission Business

EXCEPTION 82 - HIGHWAY CROSSING
 NPT WBR3-UNDERGROUND ALIGNMENT
 WBR3 SECTION - STA 1665+30 TO STA 1665+80±
 DATE: 05/2017

TOWN: WOODSTOCK

TRANSMISSION LINE: WBR3

EXHIBIT A

